	1. Gear	2. Gear	3. Gear	4. Gear	5. Gear	6. Gear	R Gear	φ_{ges}
i	4,84	2,98	1,90	1,41	1,0	0,77	-3,28	6,32
φ		1,62	1,57	1,35	1,41	1,30		

$i_{01} = -3,28$ $i_{02} = -2,43$ $i_{01} = -2,43$

Fig. 9

	1. Gear	2. Gear	3. Gear	4. Gear	5. Gear	6. Gear	R Gear	φ_{ges}
i	3,87	2,48	1,74	1,38	1,0	0,76	-3,26	5,06
φ		1,56	1,43	1,27	1,38	1,31		

$i_{01} = -3,26$ $i_{02} = -2,87$ $i_{01} = -1,71$

Fig. 10

	1. Gear	2. Gear	3. Gear	4. Gear	5. Gear	6. Gear	R Gear	φ_{ges}
i	3,83	2,30	1,62	1,30	1,0	0,79	-3,67	4,88
φ		1,67	1,42	1,25	1,30	1,27		

$i_{01} = -3,67$ $i_{02} = -2,83$ $i_{01} = -2,22$

Fig. 11

GEAR	K1	K2	B1	B2	B3
1				×	×
2			×		×
3	×				×
4		×			×
5	×	×			
6		×	×		
R	×			×	
~~gebremstes~~ Neutral			×	×	

→ Braked

Fig. 12